WAR BRINGS RUIN TO CHRISTIAN MISSION AT TSINGTAO

Wonderful Progress in the Enlightenment of the Chinese Asserted to Have Been Blasted by Victory of Japan

Under German Rule Great Resources of Shantung Province Were Developed and City of 120,000 Sprung Up

The Rev. Charles Ernest Scott is the senior member of the American Presbyterian mission at Tsingtao. In the following article his object was by describing the tragedy of the native church in Germany's great Asiatic colony to show how the struggle of the Christian Powers of Europe is racking the whole world, even heathen lands. While he has had intimate associations with the German Imperial Governor of Kiao Chow and his staff, it was his aim to be strictly neutral.

By CHARLES ERNEST SCOTT.

PERHAPS no single case in mission lands could illustrate more dramatically and poignantly than that of Tsingtao how a war of Christian nations in Europe literally brings ruin to Christian missions in Asia and Africa, and even in the islands of the sea.

Shantung province is the Pennsylvania of China. By a unique and hoary history it binds the provinces of the north and the south together—a veritable keystone. This province, of commanding importance by way of its religious and political preeminence, and with nearly half the population of the United States, reaches out into the Yellow Sea eastward, as if to greet Corea and Japan and America.

Under its southern shoulder lies a great bay. On its inner or northern side is situated an ancient walled city, administrative centre for all that section, called in Chinese Kiao Chow. On the coast near by, southward, is the still larger city of Tsingtao (Green Island). Expecting to include the former Kiao Chow in their concession for compensation the Germans gave that name to their Chinese colony. Tsingtao is the name of its metropolis and seaport.

Seventeen years ago it was unknown. Its investment by the Japanese made it leap over night into a fame that its remarkable record was more slowly but surely bringing it. There is no parallel anywhere in mission lands to the record that this section was making in the combination of business prosperity and the prosperity of self-governing, self-supporting, self-propagating native churches. And in a twinkling, on receipt of an ultimatum from Japan to Germany, because of a war between the latter and England—both Christian nations of Europe—this whole prosperous movement in Asia was thrown into inextricable confusion.

By a favoring configuration of the land Tsingtao Bay, which is an outer bay, faces the open sea on the south and connects with the inner Kiao Chow Bay on the north. Tsingtao Bay results from arms of hills converging from east and west, coming closer together on the north side than on the south. Thus is formed a fine sunny outer harbor.

The city of Tsingtao itself, both the German and Chinese sections, lies on a peninsula averaging about one and a half miles long, running east and west, and about one half mile from north to south. At the extreme west end is a narrow entrance like that of San Francisco's Golden Gate leading on the north into the finest bay on the 4,000 miles of China's coast line, and one of the finest bays in the world, landlocked by encircling hills. This bay is thirty miles across, "capable," as the Germans say, "of holding the navies of the world."

A peculiar and marked advantage of it is that when the winds blow hard from the north the ships can take shelter in the outer harbor under lee of the city on the south, and when it blows hard from the open sea on the south the ships are in calm waters in Kiao Chow Bay on the north by virtue of that same peninsula arm that is thrust east and west between them and the elements to the southward.

But here again German science and skill supplemented the art and power of nature and made advantage doubly advantageous. Acres that were not long ago swamp or salt water engineers converted into land and covered with great Government godowns and warehouses and customs buildings.

Also after fourteen years of labor and at an average expense of 15,000,000 marks a year they constructed in Kiao Chow Bay out from the shore line of this converted land a "kleine hafen" and a "grosse hafen" (little harbor and great harbor). These perfect refuges against the fury of the storm king—their walls of concrete and stone and steel—were carved out of Kiao Chow Bay on its shore next to Tsingtao, the "kleine" for Chinese junks and other small craft; the "grosse" for the large ships of war and commerce.

The "grosse hafen" is lined with massive granite piers, the only ones of their kind on all the thousands of miles of shore line of China, Corea and Japan. Whoever travelling in the Far East has been repeatedly subjected to the inconveniences and dangers of disembarking from a ship several miles from land and taking an Oriental rowboat to port will understand what it means that here steamers tie to these great docks and unload their cargoes by electric crane directly from their holds into cars drawn upon double tracks immediately alongside them.

Not only this. Right beside these ships is a dry dock, the only one on the China coast, where they can be scraped, cleaned, repainted and repaired. Note that last verb, "repaired." It implies a serious problem in the Far East, and the Germans prepared to meet it by establishing a great mechanical school in which Chinese young men learned to do this very thing.

Following the dramatic developments of the Chino-Japanese war Tsingtao, with the hinterland of Kiao Chow, fell to the German Government. That Government began to create a capital city that is unique and a revelation to the Far East, a triumph of German sanitation, skill, science, industry, efficient management and military astuteness. Not long after the fateful day in November, 1897, when the German cruiser squadron under Admiral Diedrichs sailed into the harbor and took possession of the Chinese village, Tsingtao became the cleanest, most healthful, most attractive, most beautiful city of the Far East. It is called the Brighton of China and had become one of the most popular summer resorts in all the Far East. The entire city is built of brick and stone, with roads as fine as the best in the Alps; completely equipped with electricity, telephones, sewerage, elaborate system of public parking and water supply, with all that goes to make a modern, up to date city.

Money was not spared to develop it. In nothing is this better illustrated than in the road making, which was carried out with enthusiasm and with the imperiousness of the Romans, no difficulties or expenses balking the execution of the plans—hills cut and even levelled, great ravines filled, mountains climbed and chasms bridged. And the result is perfect roadways in a land that may be said to be devoid of roads, or whose roads are bottomless. Each of the principal roads has four divisions—for pedestrians, for wheelbarrows, for carriages and for riding.

In seventeen years this capital of German China had grown from a hamlet of fishermen to a city of 120,000 people and become a remarkably prosperous sea outlet of Shantung province, with forty million people, and of a vast Chinese hinterland beyond that to the west. In the last five years it had risen from twenty-second place in the amount of money that its customs receipts turned in to the Chinese Government (after having subtracted the 20 per cent. which the German Government retained) to fifth place, exceeded in its business as indicated by the Chinese customs reports only by Shanghai, Tientsin, Canton and Foochow.

All the foregoing story of Germany's success in developing and administering her Chinese colony is no defence of how she got it.

American statesmen of prophetic ken like Thomas H. Benton, Clay and Seward; European publicists of the calibre of De Tocqueville, Edward Creasy and James Bryce; naval strategists like Admirals Mahan and Von Tirpitz; Generals familiar with Asian States, like Chinese Gordon and Lords Woolsey and Roberts; administrators like Dr. Morrison and Lord Curzon; far seeing diplomats like Anson Burlingame and J. W. Foster and Count Cassini; missionary statesmen like Drs. Mott and Speer and Brown and J. Campbell White; veteran missionaries like Martin, Mateer and Hayes, together with students of the Far East—journalists, consuls, merchants, manufacturers, historians, missionaries and educators—all joined in the impressive conclusion of Prof. Reinsch, long expert on China and now Minister to Pekin:

"It is sufficient to state the general conclusion reached by all who have investigated the matter. Accordingly then it may be predicted with absolute certainty that the coal and iron and general mineral wealth of China, taken in connection with the vast and highly trained capable population, unique in possibilities among the nations—these factors during the new century will make China the industrial centre of the world and the Pacific the chief theatre of commerce."

That Europe has long felt this conviction is manifest from the diplomatic dealings of its Governments with China. Some of the most astute machinations that have ever come out of Europe—machinations of national aggrandizement and of dynastic glory—have been at the expense of China. Europe and Japan, trusting the reports of their expert commissions and secret agents in China as to its potential railway and electrical and oil developments, its inland waterways systems and its coast trade and harbor possibilities, believe absolutely the words of Lord Beresford:

"Whoever shall find a way, either by concessions or by trade supremacy or by force of arms, to dominate China will be able to master the world more completely than Rome did in her day."

Indeed Napoleon, who always thought in world terms, foresaw this day. Chained to his sun scorched rock in the South Atlantic and with time for reflection, he said: "A lion is asleep; do not rouse him! When China is awake it will change the face of the world." And a nearer and a better man, that great and good friend of China, the Golden Rule diplomatist, whom the Chinese statesmen admire and love as much as they despise and hate much of Europe's muddled dealings with them—this man, John Hay, had a prescient pronouncement on the subject:

"The storm centre of world politics—despite all eddies—has moved steadily eastward; from the Holy Roman Empire, to the Balkans, to Constantinople; on past the Persian Gulf, past India, to China—where it will remain. And whoever understands China—socially, economically, politically, religiously—has a key to world history for the next five centuries."

Accordingly it is not strange that kings and emperors, together with their courts and cabinets and chancelleries, as Lilliputians, have been making feverish preparations to bind this Asiatic Gulliver while they may. Nor is it strange that a ruler of the reputed astuteness of the Kaiser, who has brought forth Germany's industries and merchant marine and war fleets as with a magic wand, and who developed an overseas commerce, worldwide, that has given England the shivers—that he whose passion is colonies should have believed himself to be well advised in choosing so strategic a place as Tsingtao at which to begin his Chinese colonial empire.

It is located midway between Shanghai on the south and Tientsin on the north—two great emporiums of the Orient; between Corea and Japan eastward and the immense hinterland of China on the west. To link it with that hinterland the Germans built a very well paying railroad through the whole length of this east and west lying peninsula province. The place and all its environments for miles were beautified by a very able forestry department, and the proverbially skinted Chinese mountains are throughout the German concession in successful process of reforestation—a valuable object lesson for the Governors and Viceroys of treeless China. Back on the western slopes of the Lau Shan ("venerable mountains") one hour by automobile from Tsingtao over perfect roads is a little mountain resort in a veritable petite Switzerland.

The only place in China—possibly in the Far East—where the pneumonic plague was successfully combated, where not even one case crept in, was in the German leased territory. In the face of the inability of the Japanese, the Russian, the international and the British settlements and of the Chinese Government to fight that dread disease of the Far East to a standstill, the Germans warded it off completely.

To accomplish this the Government used the full strength of its elaborate military system. It spent over $100,000 in emergency appropriations and went on to practically a war basis in fighting this foe. It was kept out from the land approach by rows upon rows of barbed wire and cavalry patrols and quickly installed field telephone stations, triple lines of infantry sentries, a large and efficient medical staff and detention wards, which were great Government outpost barracks converted for that use, and it was kept out from the sea approach by patrols of cruisers and torpedo destroyers and searchlights.

In proof of the advantage of such government and of such a system of modern civilization great numbers of Manchu mandarins and Chinese officials fled at the outbreak of the revolution into Tsingtao. They brought with them their fortunes and families. Their money was invested in land and in the erection of great brick and stone buildings, entirely new sections being added en masse to the city.

It was natural that under such favorable conditions Chinese business men, who are proverbially keen for good openings, should also swarm in to the German colony from all parts of China; likewise the Japanese and merchants from India, all doing a thriving business. And the irony of fate is that until August, 1914, Tsingtao was generally looked upon as the safest place in the Far East, both as to immunity from disease and from the ravages of insurrection and war, with its consequent chaos and anarchy.

It was also natural that Christians should in great numbers settle in Tsingtao. Many of them were trained in our Union Christian College of Shantung province, founded by the great Dr. C. W. Mateer, and continued under the honored presidencies of Drs. W. M. Hayes, W. M. Chalfant and P. D. Bergen, and justly pronounced by J. R. Mott to be "one of the most influential mission schools in the world."

These Chinese Christians who availed themselves of the opportunities of Tsingtao were easily leaders among all the people of our section. They became real estate dealers, high school teachers, university professors, evangelists, chief clerks in post and telegraph offices and the trusted men in all other German Government departments. Some thirty of our brightest young Christians were students of the German University in the departments of jurisprudence, electrical, mining and railroad engineering, languages, medicine and agriculture, one of them being the son of our famous student evangelist the Rev. Ting Li Mei.

Many more of our Christians were in positions that had grown out of this new advantageous order of things, because through what had grown out of the mission they had been equipped to be equal to the opportunity—head bookkeepers, compradores and clerks in business houses, building contractors and store owners and master workmen and cooks, &c. These facts hint at how German brains, capital and science had performed prodigies in the way of a material civilization for the Chinese, things which the paralysis of heathenism made it impossible for them to accomplish for themselves.

With characteristic thoroughness the Germans built a finely ballasted railroad from their seaport to the far western capital of the province, linking it with the great trunk line running north and south. This opened up a new world of prosperity for the Chinese all along the line and even to the remote corners of the province. There being a market and a method of transportation for produce, an era undreamed of arose in the province.

The missionaries have helped the Chinese in Shantung province, as everywhere else, to knowledge of new and profitable crops and to markets for these products. But these became available in Shantung largely through this German railroad. For example, the missionaries introduced the Irish potato among the Chinese Christians, who formerly were in extreme poverty, with no sale for what they did raise. After the opening of the railway they began to ship potatoes and walnuts and many other products by carloads to Tsingtao.

As one result of their first shipment some Christians of a far western district were so grateful that they began to tithe and in addition as a thanks offering built a church building. That was the beginning of a tithing system to which many Western Christians are strangers. Even in the winter of 1911-12, the worst days of the revolution, when business all over the country was conceded to be dead, the peasants of our field around Tsingtao shipped into that place for the world market 50,000 tons of peanuts, the original planting of which was one of the many interesting and valuable by-products of a certain missionary's life.

Multitudes of people both in Europe and America have for a series of years been wearing straw hats made from braid woven by the peasants in the remote villages of Shantung, because of this railroad. And while this railroad was suggested to the Chinese by a missionary hundreds of thousands of tons of this material have rolled in annually to Tsingtao—for the world market just because of this railroad.

Shantung province, like each one of the eighteen Chinese provinces and of the four mammoth fringe dependencies, is not only rich beyond the dreams of avarice in the possibilities of agriculture and trade and overseas commerce but also in those of mining. But the people of Shantung had been afraid to mine their rich stores of coal and iron, because forsooth to dig in the earth would be to prick the Old Dragon and rouse him to fury, causing him to visit appalling calamities upon them—plagues and pestilence, flood and famine. So for fuel they have gathered cornstalks and raked grass off the grave mounds and picked up stray leaves and dug bean roots, which they have dried and burned against the winter's cold, while the riches of anthracite were beneath their feet, enough in one province, Shansi, joining Shantung, "to supply the world for several thousand years," so a German geological commission reported.

The Germans at enormous initial expense opened the mines and forthwith coal began to be used in the peasant villages and market towns and cities all through the province, as well as by a multitude of ships. Now the mines are ruined, flooded with water, lest they profit the Japanese; and an army of Chinese miners are jobless, hungry and desperate—the kind out of whom pirates, bandits and sedition breeders (all, the curse of China) are bred.

Not only has the development of all these industries and businesses meant new and better employment for hundreds of thousands of Chinese, but it has meant a steady increase in wages and in the scale of living. Even in my field, when I first went to China eight years ago, men were employed by Chinese, not by foreigners, so cheaply as one and two cents a day. Now, until the war blasted the German colony, the veriest coolie for unskilled labor could get 20 cents Mexican a day.

And not only has Tsingtao meant the employment of vast numbers at a better wage but also the development of skilled labor. One of the educational institutions established by the German Government was a mechanical school located in a great plant in the "grosse hafen," near the wharves. Of complete and modern equipment, it was designed to train men to be master workmen as plumbers, electricians, workers in iron and steel and brass and wood. Such men earned relatively high wages, even during their apprenticeship.

At the outbreak of hostilities a thousand promising young fellows, many from our Christian families, were taking six year courses in this school. They not only received their technical training but the elements of a general education as well.

Numerous Government and mission schools offered many additional opportunities for advancement. These culminated in the university, founded and run jointly by the Chinese and German Governments, more expensive in board and tuition than any mission college, but nevertheless attended by some 400 students from all the eighteen provinces, sons of officials, the rulers to be of China, and taught by able German specialists. Such students later, ordering from Germany every kind of material for public works and for business enterprises, would vastly augment Germany's oversea commerce, wealth and power.

Now all these things, with their limitless opportunities and ramifications for good, are in a twinkling destroyed by an arbitrament that kills men but settles—what?

But the stoppage of trade and commerce, the sudden lack of employment, with its pinch of poverty in thousands of peasant homes, and the breakup of an elaborate German system of education for Chinese youths, were rendered vastly more serious by the worst floods of forty years.

The annual rainy season in our section of the world comes between June and September, rendering the country roads and districts well nigh impassable. The land has for ages been denuded of its forests, and when the summer downpour begins the soil is unable to absorb it; the flooded rivers rush in unrestrained fury against their banks, eating through them, beating them down, and then spreading themselves in devastation and ruin far and wide over peasant fields. The angry waters gnaw the mud walls of villages, toppling the roofs upon the heads of the people, and many drown and starve in the wreck and chaos unless prompt relief is given, for the fresh garnered harvest, stored for the months to come, is destroyed in a day.

The German Government heretofore had rendered important assistance. It had kept its railroad embankments all through the province in repair, and had contributed generously to the sufferers and collected large sums of money and foodstuffs from the foreign and Chinese merchants and had greatly facilitated missionary distribution of the same. In this fateful summer of world war all that assistance failed, the rains fell, reminding one of the days of Noah; the waters rose and covered the fields stretching from the coast westward to Wei Hsien, half the length of the province. The railway embankment was destroyed for miles, with no possibility of repair by the Germans. Tsingtao sat on her hills, cut off from the province not only by the Japanese but by the floods, and the Chinese population, vast and dense all about on that fertile plain, rotted in their extremity. The Government and the missionaries were this time unable to help. And this condition is only an incident of the economic derangement, Chinawide and worldwide, due to this war, as irrational as wicked.

But there is something more appalling than the unbridled rush of the devastating flood and trade ruin—the break up of the native church in all that section. And be it remembered the cause of Christianity in Tsingtao, where is located one of the newest stations, has a distinction unique among the missions of China.

There in the German capital was a prosperous native church, many of whose members are college graduates, men exceptionally able and influential and exceptionally generous tithers. So far as we have been able to ascertain it is the only prominent church in China that has not received financial aid from the mission with which it is connected; that from its organization has been self-supporting, self-governing and self-propagating.

The men of this church have done remarkable things, buying their own land, erecting their own brick and stone church building, paying their taxes and making many improvements. Growth in membership has necessitated twice enlarging the church building, once doubling its seating capacity. From the beginning they have called their own pastor, erecting a two story manse for him. They have built their own Young Men's Christian Association building and called their own Y. M. C. A. secretary. In addition they have paid the salaries of an evangelist and two Bible women, organized and supported their own three schools and built and manned two suburban chapels, while contributing generously to mission work in the province.

Finer elders than constitute the eldership of this church would be hard to find in mission lands. One of the elders, once a beggar boy, is now the owner of city blocks. By his integrity and remarkable reliability he has borrowed money for large enterprises at lower rates than other men could do. Quiet and unassuming, he possesses the confidence and respect of every class of men and is widely known all over China.

He has adopted several children, educated many others; his benefactions, reaching far and wide, are born out of a piety as simple as evangelical and out of a faith that is Abrahamic. His judgment is sound, his devotion to Christ a passion. In a recent property deal with a grandson of Li Hung Chang he made a large sum of money which has been turned into the Lord's work. He is not only a ruling elder but also a providing elder.

These churchmen and their fellow members have vision and an ideal—the ideal of a national, independent, self-supporting Church of Christ that shall unite all Protestant Chinese Christians. Two of the members of this local church, one of them the elder referred to, have already given $20,000 toward the building of such a church in the provincial capital. For long they have each lived in two rooms in order to consummate this plan.

Suddenly came the order of the German Governor, necessitated by war, for all non-combatants to clear out within twenty-four hours. In confused haste and distress the merchants had to close their stores, the families to leave their homes. Exigencies of the siege required the military authorities making requisitions on the goods of shopkeepers and on the property of the people; thousands of peasants were forced to labor on the fortifications; every phase of normal life tumbled into chaos and the built up work of years of church and mission efforts became paralyzed, if not ruined.

This lamentable result was not confined to the local church. In our Tsingtao district are sixteen churches with seventy village schools, many of them self-supporting or largely so. These of course also suffered.

Here are some of the fruits of the catastrophe: The razing of many Chinese villages by order of the German Governor under military necessity and entailing hardships inconceivable to us; the destruction of tens of millions of trees that have been transported and planted and nourished at enormous cost; the forced withdrawal from the place within twenty-four hours of women and children and non-combatants with loss of their goods; the sudden ruin of many thousand Chinese merchants of the city, including our Christians; the immediate paralysis of all non-military activities in the colony. And in the overrunning of a vast province by soldiers the very living of the people has been commandeered—chickens, cattle, pigs, wheat, millet, beans, rice, draught animals, wagons, all taken from them.

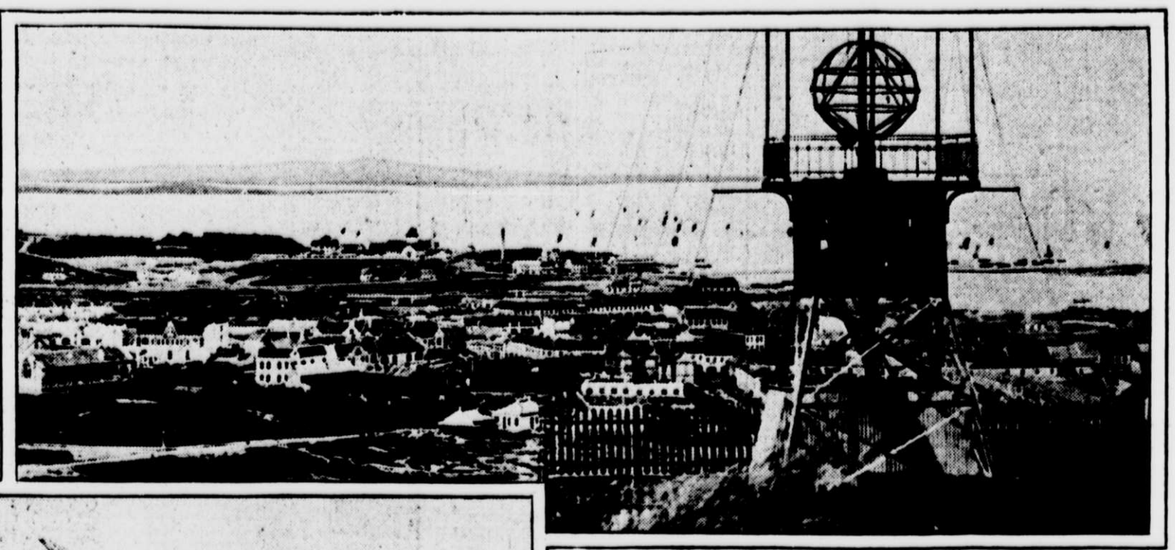


Photo by Underwood & Underwood.
A view of part of Tsingtao looking across the bay.

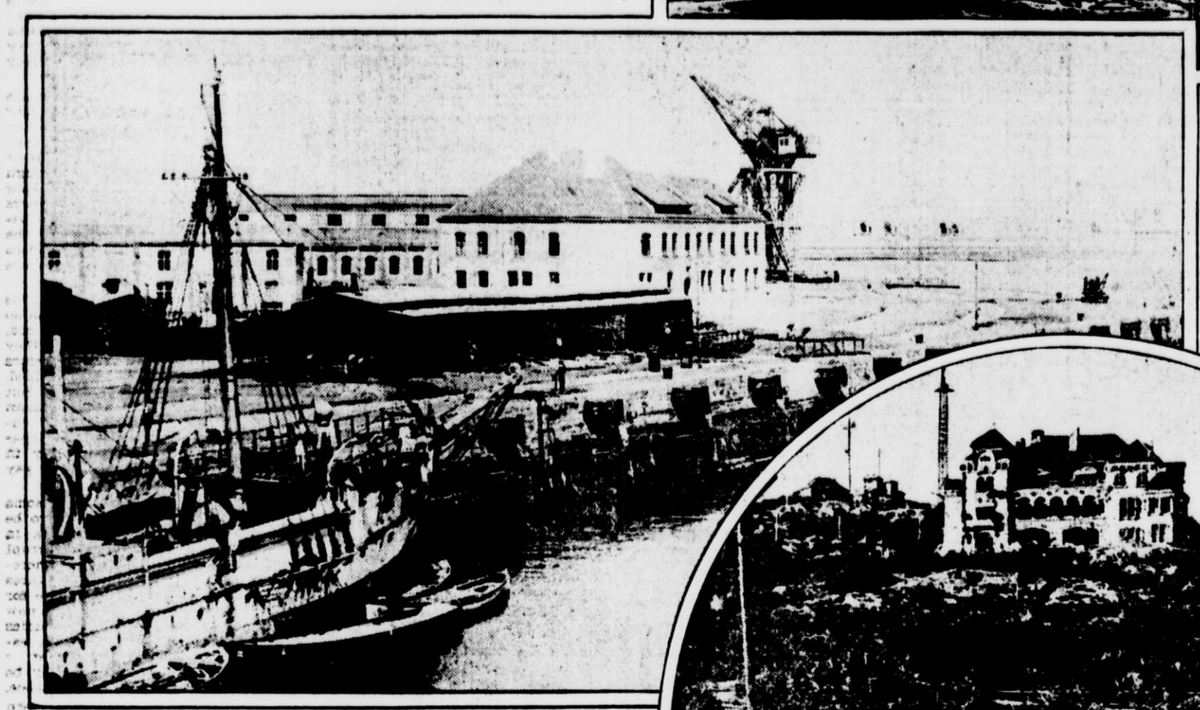
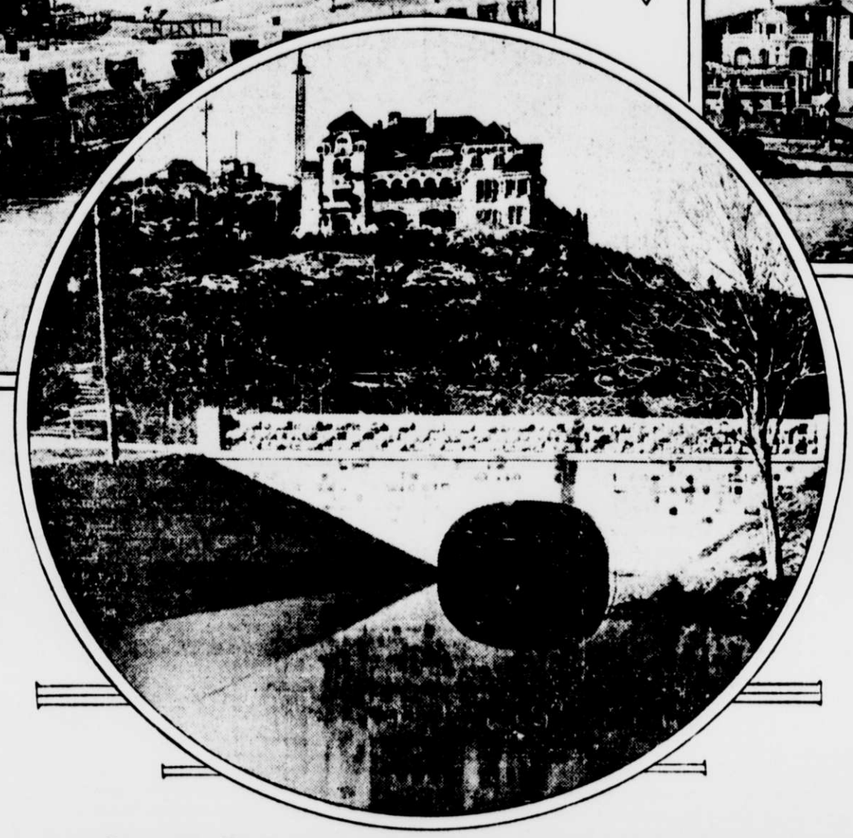


Photo by Underwood & Underwood.
The harbor front of Tsingtao. The bay is 30 miles across and the harbor facilities were highly developed by the Germans.



Government House and wireless station on the Diedrichsberg, Tsingtao.

Photo by Paul Thompson.
Bismarck avenue in Tsingtao. From a Chinese hamlet it grew under German rule to be a thriving city of 120,000.

GIRL OF THE WINDJAMMER

FEW girls have the experience that has fallen to the lot of Dorothy Anderson, the fifteen year-old daughter of the captain of the four masted bark Daylight. With her father and her mother she has made many voyages to strange lands and has sailed more than 100,000 miles aboard the big square rigger.

She has known the fascination of the Far East, of China and Japan, the wilting heat of tropical Islands and the beauties of Melbourne and Sydney. The Daylight has circled the globe several times, and on one of these voyages Dorothy was in the ship's company. Her home is at Aberdeen in Scotland, but she has no desire to go back there while new wonders of the world are in store for her.

When the Daylight was in the port of New York last loading cargo for Shanghai Dorothy told some of her experiences. The one which she seemed to enjoy telling most was about a storm which came up suddenly when the ship was off the South American coast bound for New York.

"A terrible thing happened during this storm," said she, though now she seemed to think it was a big joke. "It was at night and I was sleeping in the bed with my mother. Oh, how the wind blew and whined through the rigging! The whole ship came up suddenly and I forgot to close the ports, as father told me to do.

"Well, we had the most dreadful flood, mother and I. A big wave came crash up against the side and tons of water seemed to come into our cabin through the port. And then—kersmash, another one before I could get the port closed. Oh, dear, what a wreck in the cabin—all our things swimming about, shoes and clothes and everything, and the room ankle deep in water.

"'Hurry, Dorothy, and close the port before another one comes,' said mother. I did so and we finally cleaned up the cabin so that father never knew we were flooded. But it was funny seeing all those things swimming about, though. The storm was just one of those sudden tropical blows, but it came up so suddenly that it blew some of the light sails away."

Dorothy has a lot of friends in Shanghai, Yokohama and Kobe, which are the ports the Daylight usually calls at on her outbound trip. A Japanese merchant in Kobe gave her a very big doll on the last voyage, and a smart little dog, which she named Fuji. Both doll and dog receive the greatest consideration and care from the captain's daughter.